









The Brazilian Government has stopped all general communication with Europe.

The second series of races for the Royal Victoria Yacht Club were sailed to-day. The Prince of Wales' yacht *Britannia* and the Phelps-Carroll yacht *Navahoe* again participated. The former won.

Pleasant weather on the Doncaster Cup, Simonian second, Lady Rosebery third.

A letter from an officer of Etna Pasha's expedition confirms the reported murder of Emin and announces the finding of a box of Emin's dispatches, written just before he was murdered. The box is now on its way to England.

The letters describe in detail the capture of Nyang, which was stormed on March 4th. The Arabs lost 300 men and only two Europeans were killed.

Estimates for new war vessels as announced in the House of Commons to-day were: England, £2,088,000; France, £7,018,000; Russia, £1,607,000; Germany, £647,000; Italy, £1,000,000.

The Local Government Board reports that the preliminary examination of the remains of the charwoman employed in the House of Commons does not show Asiatic cholera.

At Cimbray there have been further deaths from cholera. The *British Medical Journal* concludes that the source of the Grimby and Hull infection is in Antwerp.

BERLIN, September 8th.

The Rhine has been officially declared infected with cholera.

Prince Louis of Bavaria, who represented Luitpold, the Bavarian Prince Regent, at the manoeuvres at Metz, replying to an address by the Burgomaster of Zweibacker, said: "I come to Metz, which for hundreds of years was under French sovereignty, to show that the German princes are all of one mind; that to-day the German world stands shoulder to shoulder, if need be, as it did twenty-three years ago. The present moment is witness to the fact that loyalty to the reigning houses is compatible with true German patriotism."

BELOGRADE, September 8th.

A shock of earthquake was felt to-day throughout the whole of the Moravia valley. At Tebnjia many houses fell and several persons were killed.

QUEENSTOWN, September 8th.

The steamship *Comet* of the Cunard Line has arrived here. Time—Five days, fourteen hours and fifty-five minutes. Her best previous record eastward was five days, seventeen hours and forty-two minutes. The vessel's average speed was 20.8 miles an hour. The daily runs were 460, 481, 480, 494, 490, 406.

NEW YORK, September 8th.

The new *Comet* *Lucania* arrived from Queenstown this evening on her maiden trip, which she made in 5 days, 15 hours and 40 minutes. When it is considered that her engines are not in thorough working order, the remarkable feature of the run will be seen. It conclusively proves that the new steamship is second to none in point of speed, and forecasts remarkable performances.

September 9th.

A cable from Berlin says: The public mind is uneasy in regard to the Berlin water supply. Four cases of cholera have resulted from drinking Spree water. It has been claimed that the stream is pure and consequently free from cholera germs, but Dr. Meissner's discovery contradicts that assertion.

ROME, September 9th.

A dispatch received here from Rio de Janeiro states that on the night of the 6th inst., while returning from the Italian war-ship *Bassano* in the ship's pinnace, the Italian Consul was fired on without notice by the Brazilian soldiers. A sailor in the pinnace was killed. It added that the Brazilian Government has tried the officer in charge of the Brazilian soldiers by court-martial, and has paid an indemnity to Italy for the killing of the sailor referred to.

LONDON, September 9th.

As a result of the defeat of the Home Rule Bill in the House of Lords this morning, the Radical newspapers here generally call for the abolition of the House of Lords.

September 10th.

The correspondent of the *Times* at Constantinople says that the cholera has broken out in the central prison there and at the French military hospital at Pera. There are also cases of cholera in the Southern Anatolian Asylum. Twenty to thirty new cases are reported daily, and 30 per cent of those attacked die. The existence of the disease has not convinced a panic as yet, but business has been much affected.

The *Times* this morning publishes a long letter from an explorer, Nansen, dated aboard his ship at Charabov, Yagorik, Strait, August 2, 1893, and is probably the last letter written by him before his vessel was caught in ice. In the communication Nansen hopes that the ice, which was then evidently closing around him, would drift him across the polar regions. The letter also describes his eventful journey since June 21st, and outlines Nansen's future programme.

The religious intolerance of the Russian Government seems to have taken a new form. Not only Jews, but Roman Catholics are now the victims.

Early in the year, nearly all the Polish employees of the railways of Western Russia were dismissed. The Commission of the Ministry of Ways and Communication has just issued a regulation about such employees. Five religious categories are formed, beginning with Roman Catholics born of Roman Catholic parents in Russia; next Roman Catholics born of Roman Catholic father and mother of orthodox or other creed, and so on, the last category being that of any man professing the Roman Catholic religion, irrespective of parentage. Those belonging to the first category cannot be employed as engineers, elsewhere than in Eastern Siberia; those belonging to the second category only in Western Siberia; and the extreme eastern provinces of European Russia; those in the last category can have places in Russia generally, exclusive of Poland and the Baltic provinces. This regulation practically excludes Roman Catholics from all appointments under the present Ministry.

In the Derbyshire Colliery districts the farmyards are being rifled, highway robberies are frequent and orchards and gardens are stripped. Late yesterday afternoon the authorities of York, Lincoln and Litchfield received urgent requests for the military to proceed to the collieries at Monaghan, Nottinghamshire, which have been attacked by a body of strikers armed with bludgeons and steel bars.

The offices of the weighing rooms and other buildings were burned, and the telegraph and telephone wires cut. The small force of police present was overpowered and beaten. The Riot Act was finally read, and the miners were kept at bay till the troops arrived. Several colliery managers received letters threatening them with death. A dozen pits are going to ruin, the works being flooded, owing to the rioters pursuing the engine men and the repairs from working.

September 11th.

Justus McCarthy, the Irish leader, is seriously ill with bronchitis.

There is little change in the strike situation. Yesterday passed quietly. The presence of large forces of troops and the London police in the disturbed districts, it is hoped, will prevent further serious outbreaks.

The scarcity of coal is becoming more acute.

The Great Northern road has laid off fifty more trains, greatly inconveniencing the travelling public, and will soon have to stop more.

Ten thousand miners returned work in the North Stafford district to-day at the old rate of wages.

BRUSSELS, September 11th.

The miners in Borinage district, Hainault, have voted to go on a strike immediately unless their wages are raised. A vast number of people are involved.

KISSINGEN, September 11th.

Prince Bismarck has been attacked with erysipelas of the stomach and *herpes*. His tendency to gout makes his condition on the whole serious, but he is in no immediate danger, although he is very weak and greatly emaciated. It is officially announced that Bismarck continues to improve.

TRIPOLI, September 11th.

Advice from the interior announce that R-bah, formerly a slave of Zubeir Basha, has captured Bephrat after a long siege. The Sultan sent 10,000 men to dislodge him and a desperate warfare is being carried on by the natives at a distance of about thirteen days' march from Tripoli.

ONESSA, September 11th.

A severe earthquake was felt throughout Southern Russia this morning.

VIENNA, September 11th.

There were sharp shocks of earthquake yesterday at Jassy and Bucharest. The people rushed into the streets in alarm, though not much actual damage was done.

RYDE, (Isle of Wight), September 11th.

Crown and yachtmen and the British yachts gathered here this morning to witness the last of the three races between the American yacht *Navahoe* and the *Britannia* for the international cup. The yachts sailed the long Victoria course to Nab lightship and back to Cowes. A strong easterly breeze was blowing and the sea was very rough, rolling in short, heavy seas peculiar to the British channel.

The *Britannia* beat the *Navahoe* in a stiff breeze by fifteen minutes.

PASSENGERS BOOKED FOR THE FAR EAST.

Per P. and O. steamer *Masilila*, from London, September 14th.—To Hongkong: Mrs. T. H. Reid, Commander J. E. Bearcroft, Lieut. T. L. Burnardiston, R.N., Miss Smith, Sub-Lieut. J. P. Barton, Midshipman C. E. Lloyd Thomas.

Per P. and O. steamer *Australia*, from London, Sept. 20.—To Yokohama: Baron De Siem, Mr. W. A. Brownish, Mr. and Mrs. Hugh Fraser, Miss Von Rave, To Shanghai: Mrs. R. Mackenzie, Mrs. Shearer and child Miss Nicholson, Rev. and Mrs. Watson and three children, Mrs. A. E. Parker, Miss Minchin, Miss L. Dunlop, Miss E. H. Enock, Mr. G. L. Pellam, Mr. E. F. Gedge, To Hongkong: Mr. L. C. Hopkins, Mr. W. H. Johnston, Mr. Norman Firth, Mr. A. B. Johnston, To Manila: Mr. Dodson.

Per P. and O. steamer *Himalaya*, from London, Oct. 6.—To Yokohama via India: Mr. Huggill, Mr. Goodall.

Per P. and O. steamer *Oceana*, from London, Oct. 13.—To Yokohama: Miss Nasse, To Shanghai: Miss Boulton, Miss Rogers, Miss McClelland, Miss Eysan, Miss Turner, Rev. H. Conradi, Rev. H. G. Warren.

Per P. and O. steamer *Carthage*, from London, Oct. 27.—To Shanghai, via Bombay: Mr. Robt. Ferguson.

Per Messageries Maritimes steamer *Calendone*, from Marseilles, Sept. 17.—To Yokohama: Mr. S. Ohuchi, To Shanghai: Mr. Loumeau, Mrs. Bottet, Mr. C. R. Morling, Mrs. W. H. Anderson and children, four missionaries.

Per Messageries Maritimes steamer *Orion*, from Marseilles, Oct. 1.—To Yokohama: Mr. Takayama, To Hongkong: Mr. G. T. Rivers, Mr. Chantrey Inckbold.

Per Messageries Maritimes steamer *Yarra*, from Marseilles, Oct. 29.—To Shanghai: Mrs. Grogan.

Per Messageries Maritimes steamer *Malbourne*, from Marseilles, Nov. 26.—To Hongkong: Rev. and Mrs. Bridger and child.

THE MASHONLAND TROUBLES.

In our yesterday's issue we published a letter, alleged to be the effect of an *imperial* warlike from Mashonaland, believed to be written by a thousand strong, had fled on the backs of the British Chartered Company of South Africa near Victoria, and that Sir Henry Loch, Governor of the Cape Colony, had authorized Dr. Jameson, the Administrator in Mashonaland, to send out a strong force to reconnoitre. That a serious state of affairs exists in South Africa owing to the patriotic (?) enterprise of this Chartered Company has for a long time been recognized, and it would now appear most probable that Great Britain will be dragged into another profitable and not very creditable little war with the natives for the exclusive benefit of a crowd of unscrupulous speculators. As the question is one of considerable importance we reproduce from London *Truth* of August 31st the following comments which appear under the heading "Mashonaland" and which clearly enough explain the actual situation.

I have the profoundest distrust of the Chartered Company of South Africa and of its President, Mr. Cecil Rhodes. Lobengula is the King of Mashonaland, where he resides, and he claims to be Sovereign of Mashonaland. A gang of speculators obtained a concession from him, granting to them mining rights and certain land rights in Mashonaland. The speculators on this formed two Companies—the first Company, being recognized and warranted, with a capital of four millions (nominal, for no cash was paid), let these mining rights to a second Company, with a capital of one million, on condition that it paid to the first Company one-half of all net profits. A charter was then obtained for the second Company; the fact that one-half of net profits was to be retained by the speculators for themselves being carefully concealed. A portion of the shares of this second, or Chartered Company, was distributed amongst the speculators, and a portion sold to the public. At once the most absurd and mendacious puff in respect to the richness of Mashonaland was circulated, and the shares went up to 750 per cent. premium, at which price the speculators sold to dupes many of the shares that they had retained in their hands. What between these sales and the sales of the shares of the Concession Company, for which the speculators paid nothing, they have probably pocketed several millions. Soon, however, it became clear that there was no gold in paying amounts in Mashonaland. The Company, therefore, got up a raiding expedition into territories belonging to the Portuguese, where they hoped to find gold, and managed, at the cost of many lives, to steal land. It would now seem that there is no gold there. At present the Company has not only spent its capital of one million, but it owes large sums of money to the speculators under the control of Mr. Rhodes and his gang. On this point a new light is thrown by a letter, emanating, apparently, from a well-informed source, which appeared in the *Financial News* of the 28th inst. The statements therein made as to the relations between the Chartered Company and the De Beers Company are very curious, and if they are well founded the former Company has been given credit to the De Beers Company in its accounts for advances which have been made

regularly for some time at the rate of £3,500 per month, and which are apparently still going on. It will be interesting to watch if these two Companies will make any statement with respect to this matter, and especially if the shareholders of the De Beers Company will allow this extraordinary state of affairs to continue. In Mashonaland there are about 2,000 Europeans, who are living by preying on each other. Something, therefore, has to be done, otherwise the Company would go into liquidation. The something has taken the form of a proposal to wipe Lobengula and his nation out of existence. In order to lay hands on Mashonaland where it is hoped that gold may be discovered. With this view, a well-landed dispute has commenced between the Company and Lobengula. That monarch sent some of his troops into Mashonaland. The Company denies that he has any rights there, although as they derive their own rights from his paramount rights, if the one does not exist neither does the other. 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## The Share Market.

**LATEST QUOTATIONS.**

Hongkong and Shanghai Bank—100 per cent. prem., sellers.

The National Bank of China, Ltd.—On 3/10, paid up, 40 per cent. dis. sellers.

The National Bank of China, Ltd.—Founders shares, \$10 per share, sellers.

The Bank of China, Japan & the Straits, Ltd.—nominal.

The Bank of China, Japan & the Straits, Ltd.—Founders shares, \$20, sellers.

Chinese Imperial Loan of 1884 B—21 per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.

Chinese Imperial Loan of 1885 E—14 per cent. premium.

Union Insurance Society of Canton—\$33 per share, buyers.

China Trade Insurance Company—\$49 per share, sales and buyers.

North China Insurance—115 per share, buyers.

Canton Insurance Company, Limited—\$115 per share, sales.

Yangtze Insurance Association—\$60, sellers.

On Tai Insurance Company, Limited—115 per share.

Hongkong Fire Insurance Company—\$195 per share, sales.

China Fire Insurance Company—\$78 per share, sales and buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$25 per share, sellers.

China and Manila Steam Ship Company—\$25 per share, buyers.

Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.

Douglas Steamship Company—\$37, buyers.

The Steam Launch Co., Limited—\$20 per share, buyers.

Hongkong and Whampoa Dock Company—72 per cent. premium, sellers.

Geo. Hewitt & Co., Limited—\$15 per share, buyers.

Hongkong Hotel Company—\$12 per share, sales and sellers.

Hongkong Hotel Co. Ltd. Six per cent. Debentures—\$50.

The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.

The Shamrock Hotel Co., Limited—\$4 per share, sales and buyers.

Panjo Mining Co.—\$51 per share, sales and buyers.

The South Gold Mining Co., Limited—\$51 per share, sales and sellers.

The Balmoral Gold Mining Co., Limited—25 cents per share, sales and sellers.

Société Française des Charbonnages du Tonkin—\$70 per share, sales and buyers.

The Jebeu Mining and Trading Co., Limited—\$5 sales and buyers.

New Immigrant Mining Co., Limited—nominal.

London & Pacific Petroleum Co., Ltd.—n.s.

China Sugar Refining Company, Limited—\$150 per share, buyers.

Luxon Sugar Refining Company, Limited—\$321 sellers.

A. S. Watson & Co., Limited—\$102 sales and sellers.

Dakin, Cruickshank & Co., Limited—\$11 per share, sellers.

Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.

The Kowloon Land Investment Co., Limited—\$72 per share, sales and buyers.

The Hongkong Land Investment Co., Limited—\$54 per share, sales and buyers.

The West Point Buildings Co., Limited—\$30 per share, sellers.

H. G. Brown & Co., Limited—\$10 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$38 per share, sellers.

Hongkong Rope Manufacturing Company, Limited—\$85 per share, sellers.

Hongkong Gas Company—\$110 per share, buyers.

Hongkong Ice Company—\$67 per share, buyers.

Hongkong and China Bakery Company, Limited—\$65 per share, sellers.

The Hongkong Brick and Cement Co., Limited—\$10 per share, sales and sellers.

The Green Island Cement Co.—\$2, sales and buyers.

The Hongkong Electric Light Co., Limited—\$3 per share, sales and buyers.

The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—\$67 per share, sellers.

## EXCHANGE.

ON LONDON—Bank, T. T. 2/5 1/2  
Bank Bills, on demand 2/5 1/2  
Bank Bills, at 4 months' sight 2/5 1/2  
Credits at 4 months' sight 2/5 1/2  
Documentary Bills, at 4 months' sight 2/5 1/2

ON PARIS—  
Bank Bills, on demand 3/08  
Credits, at 4 months' sight 3/15

ON INDIA—  
T. T. 194  
On Demand 194

ON SHANGHAI—  
Bank, T. T. 71  
Private, 30 days' sight 74

## VISITORS AT THE HONGKONG HOTEL.

Mr. and Mrs. Alliston. Mr. A. B. Macdonald.  
Mr. W. Bartlett. Mr. C. Matill.  
Mr. L. Baudouin. Mr. T. Mitchell.  
Mr. F. J. Bishop. Mr. F. W. Phillips.  
Mr. W. Buchanan. Mr. F. W. Phillips.  
Miss Buchanan. Mr. F. W. Phillips.  
Mr. J. Chestham. Mr. F. K. Sheen.  
Mr. L. Juddell. Mr. M. Stevens.  
Mr. J. Kinghorn. Mr. C. and Mrs. Stenham.  
Mr. J. Kirkwood. Mr. A. E. Skeels.  
Mr. O. Levy. Mr. H. A. S. Thomson.  
Mr. J. J. Lucas. Captain Young.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson. Mr. W. H. R. Loxley.  
Mr. A. Comming. Mr. MacLean.  
Mr. F. Deacon. Mr. Medhurst.  
Mr. F. East. Mr. H. W. Robertson.  
Mr. E. Faber. Mr. A. E. Skeels.  
Capt. and Mrs. Hunt. Mr. Sparrow.  
Mr. V. Kofod. Mr. E. Tomlin.

## HONGKONG TEMPERATURE.

(From Meteor. Obs. Station at the Peak.)

Time	Temp.	Wind	Clouds	Barom.
6 a.m.	64	S.W.	1/2	30.0
9 a.m.	68	S.W.	1/2	30.0
12 m.	72	S.W.	1/2	30.0
3 p.m.	76	S.W.	1/2	30.0
6 p.m.	72	S.W.	1/2	30.0
9 p.m.	68	S.W.	1/2	30.0
12 m.	64	S.W.	1/2	30.0

## MAILS EXPECTED.

**THE AMERICAN MAILS.**

The O. & O. S. S. Co.'s steamer *Belgic*, with mails, &c., left San Francisco for this port via Yokohama on the 21st ultimo.

The P. & O. S. S. Co.'s steamer *Peru*, with mails, &c., left San Francisco for this port via Yokohama, on the 20th ultimo.

**THE CANADIAN MAIL.**

The Canadian Pacific Railway Co.'s steamer *Empress of China*, from Vancouver, left Kobe on the 4th instant at 9 a.m. for Nagasaki, Shanghai, and Hongkong, and may be expected here on the 9th.

**NORTHERN PACIFIC MAILS.**

The Northern Pacific Steamship Co.'s steamer *Maguel* left Yokohama on the 30th ultimo, and may be expected here on the 9th instant.

The Northern Pacific Steamship Co.'s steamer *Victoria* left Victoria on the 4th instant.

**STEAMERS EXPECTED.**

The 'Glen' line steamer *Glenarney*, from London, left Singapore on the 2nd instant, and is expected here on the 8th.

The China Shipper's Mutual S. N. Co.'s steamer *Wingchow* left Singapore on the 10th, and may be expected here on the 10th.

The Austrian Lloyd's S. N. Co.'s steamer *Maris Valeria*, from Trieste and Bombay, left Singapore on the 6th instant, and may be expected here on the 12th.

The P. & O. S. N. Co.'s steamer *Tekran* left Bombay on the 6th instant at 7.30 a.m., and may be expected here on the 24th.

The P. & O. S. N. Co.'s steamer *Aden* left London for this port on the 24th ultimo.

## Shipping.

**ARRIVALS.**

ASK, Danish steamer, 502, Revsbeck, 6th Oct.—Halphong 30th Sept., and Holbow 5th Oct., General—A. R. Marty.

TAIYUAN, British steamer, 2,269, R. Nelson, R.N.R., 6th Oct.—Fochow 4th Oct., Tea—Butterfield & Swire.

PHRA CHULA CHOM KLAO, British steamer, 1,012, J. A. Morris, 7th Oct.—Bangkok 29th Sept., and Koh-i-chang 30th, General—Yuen Fat Hong.

TAISANG, British steamer, 1,504, H. W. Hogg, 7th Oct.—Canton 7th Oct., General—Jardine, Matheson & Co.

SWATOW, German steamer, 630, C. Blag, 7th Oct.—Canton 7th Oct., General—Melchers & Co.

PRIAM, British steamer, 1,802, F. S. Thompson, 7th Oct.—Liverpool 26th August, and Singapore 1st October, General—Butterfield & Swire.

SOCIOTON, British steamer, 999, N. Martin, 7th Oct.—Singapore 12th Oct., Rice and Paddy—Butterfield & Swire.

TOONAN, Chinese steamer, 983, J. P. Lowe, 7th Oct.—Chinkiang 3rd Oct., Rice and Beans—C. M. S. N. Co.

**CLEARANCES AT THE HARBOUR OFFICE.**

*Holbow*, German steamer, for Saigon.

*Taiyuan*, British steamer, for Port Darwin, &c.

*Haitan*, British steamer, for Swatow, &c.

*Amoy*, German steamer, for Bangkok.

*Fatching*, British steamer, for Shanghai.

*Nertidin*, German steamer, for Singapore.

*Catterthun*, British steamer, for Shanghai.

*Arratoon*, British steamer, for Singapore, &c.

*Elas*, British steamer, for Bangkok.

*Loe Sok*, British steamer, for Swatow, &c.

*Hongay*, British steamer, for Amoy.

*Taiyuan*, British steamer, for Brisbane, &c.

**DEPARTURES.**

October 6, *Asagao*, Japanese steamer, for Moji.

October 7, *Jawa*, British str., for Shanghai.

October 7, *Freeman*, American bark, for New York.

October 7, *Polyphemus*, British str., for Amoy.

October 7, *Arratoon*, British steamer, for Singapore, &c.

October 7, *Taiyuan*, British steamer, for Port Darwin, &c.

October 7, *Taiyuan*, British str., for Brisbane.

October 7, *Fatching*, British str., for Shanghai.

October 7, *Ningpo*, German str., for Shanghai.

October 7, *Riverdale*, British steamer, for Hongkong.

October 7, *Catterthun*, British steamer, for Shanghai.

October 7, *Prato*, German str., for Bangkok.

October 7, *Holstein*, German str., for Saigon.

**REMARKS.—ARRIVED.**

Per *Soochow*, from Saigon.—20 Chinese.

Per *Taiyuan*, from Fochow.—Mr. Fullerton, and 2 Chinese.

Per *Ask*, from Halphong, &c.—14 Chinese.

Per *Phra Chula Chom Kiao*, from Bangkok, &c.—40 Chinese.

Per *Priam*, from Liverpool, &c.—Mrs. Peabody and family, Mrs. Pilkington and family, and 95 Chinese.

Per *Toonnan*, from Chinkiang.—9 Chinese.

**REMARKS.—DEPARTED.**

Per *Taiyuan*, for Brisbane.—Mr. C. A. Field, and 9 Chinese. For Sydney.—Mr. and Mrs. J. Thomson and child. For Melbourne.—Mr. Geo. Shaw.

**REPORTS.**

The British steamship *Soochow* reports that she left Saigon on the 2nd instant. Had strong northerly winds and high head sea throughout the passage.

The British steamship *Priam* reports that she left Liverpool on the 26th August, and Singapore on the 1st instant. Had fine calm weather to the Macleod Bank; thence had fresh northerly breeze.

The British steamship *Phra Chula Chom Kiao* reports that she left Bangkok on the 20th ultimo, and Koh-i-chang on the 30th. From Koh-i-chang to Cape Padaran had moderate to light south-west winds and fine weather. From Cape Padaran to Paracels had variable winds and fine weather; thence to port had moderate gale from north-north-west to east with clear weather and rough sea.

The Chinese steamship *Toonnan* reports that she left Chinkiang on the 3rd instant. Had fresh north-east to easterly winds; to Sheep Island; thence to Breaker Point had strong north-east wind, which hauled into the northward and blew with great force with very high squalls at times and mountainous sea running. From there to port had very strong north-west winds with high choppy sea and cloudy weather.

The British steamship *Taiyuan* reports that she left Fochow on the 4th instant at 5.15 p.m. with strong north-east gale. Anchored under Mats till daylight; landed pilot there and proceeded. Experienced strong north-east gale and heavy sea till passing Lammoek; thence moderate to fresh north-north-west breeze and fine weather. In Fochow the steamships *Onyia*, and *Strathmore*. The barque *Alta Mary* was at Bar, outward bound.

## Post Office.

**A MAIL WILL CLOSE**

For Swatow and Bangkok.—Per *Loe Sok* to-morrow, the 8th instant, at 8.30 a.m.

For Canton.—Per *Powin* to-morrow, the 8th instant, at 9 a.m.

For Amoy.—Per *Hongay* on Monday, the 9th instant, at 9.30 p.m.

For Yokohama and Higo.—Per *Night* on Monday, the 9th instant, at 9.30 p.m.

For Shanghai.—Per *Taiyuan* on Monday, the 9th instant, at 9.30 p.m.

For Sydney.—Per *Glasgow* on Monday, the 9th instant, at 9 p.m.

For Swatow, Amoy, and Tamsui.—Per *Peru* on Tuesday, the 10th instant, at 11.30 a.m.

For Amoy and Manila.—Per *Yuenfat* on Tuesday, the 10th instant, at 9.30 p.m.

For Straits and Bombay.—Per *Glasgow* on Wednesday, the 11th instant, at 11.30 a.m.

For Europe, &c., India, via Bombay.—Per *Rehilla* on Thursday, the 12th instant, at 11 a.m.

For Nagasaki, Kobe, and Yokohama.—Per *Vernon* on Friday, the 13th instant, at 11.30 a.m.

For Singapore.—Per *Lausag* on Friday, the 13th instant, at 3.30 p.m.

For Europe, &c., &c.—Per *Prussia* on Monday, the 16th instant, at 2 p.m.

For Nagasaki, Kobe, Yokohama, and San Francisco.—Per *China* on Tuesday, the 13th instant, at 12.30 p.m.

For Singapore, Penang, and Calcutta.—Per *Chalydra* on Wednesday, the 16th instant, at 11.30 a.m.

## SHIPPING IN HONGKONG.

**STRAITERS.**

AMIGO, German steamer, 771, T. Bendixen, 16th July.—Saloon 12th July, Rice.—Wielor & Co.

AMOV, German steamer, 663, W. Wolff, 6th Oct.—Manila 3rd October, Ballast.—Ed. Schellhaus & Co.

ARRATON APCAR, British steamer, 1,392, J. E. Hansen, 1st October.—Calcutta 12th Sept., Penang 21st, and Singapore 25th, Opium and General.—D. Sanson, Sons & Co.

BANTAM, Dutch steamer, 1,457, C. J. van de Bergh, 10th July.—Bangkok 13th July, Rice.—Lauis, Wegener & Co.

CHELYDRA, British steamer, 1,774, R. Cass, 6th Oct.—Calcutta 20th Sept., Penang 27th, and Singapore 30th, Opium and General.—Jardine, Matheson & Co.

CHINA, American steamer, 3,283, Wm. Ward, 6th Oct.—San Francisco 12th Sept., Honolulu 12th, and Yokohama 1st October, Mails and General.—P. M. S. S. Co.

CRUSAR, German steamer, 623, W. Wendt, 6th Oct.—Mojl 28th Sept., Coals.—Melchers & Co.

ELAS, British steamer, 2,612, Carmichael, 4th October.—Mojl 28th September, General.—Order.

FAME, British steamer, 117, Captain McIsaac, Hongkong Government tender.

FOOKSANG, British steamer, 597, Spencer Wilde, 1st Oct.—Saloon 20th Sept., General.—Jardine, Matheson & Co.

GHARIE, British steamer, 2,764, Scotland, 20th Sept.—Mojl 14th Sept., Coal.—Doddwell, Carl & Co.

GIATA, Italian steamer, 1,817, S. Francisco, 3rd Oct.—Bombay 12th September, and Singapore 26th, General.—Melchers & Co.

HANOI, French steamer, 728, E. Montelli, 5th Oct.—Halphong and Holbow 28th Sept., General.—A. R. Marty.

HAITAN, British steamer, 1,824, F. D. Goddard, 5th Oct.—Fochow 2nd Oct., Amoy 3rd, and Swatow 4th, General.—D. Lauprak & Co.

HONGAY, British steamer, 1,463, James Young, 26th Sept.—Cherbon 18th Sept., Sugar.—Jardine, Matheson & Co.

INDEPENDENT, German steamer, 1,003, Schifer, 11th July.—Maritime 15th June, General.—Wielor & Co.

LOKSANG, British steamer, 978, Monchi, 5th Oct.—Mojl 29th Sept., Coals.—Butterfield & Swire.

LOO SOK, British steamer, 1,020, A. Benson, 4th Oct.—Bangkok 25th Sept., and Koh-i-chang 26th, General.—Yuen Fat Hong.

MATHIEU, German steamer, 600, P. Moss, 4th Oct.—Quinhao 25th Sept., and Tournon 29th, General.—Slomson & Co.

MONKOT, British steamer, 854, C. Stan. Han, 4th Oct.—Bangkok 2nd Sept., and Koh-i-chang 23rd, General.—Yuen Fat Hong.

NERTSTEN, German steamer, 731, Pankov, 22nd Sept.—Manila 19th Sept., Ballast.—Melchers & Co.

NA. SA. DEL ROSARIO, Spanish steamer, 406, Roman Olivario, 25th Sept.—Manila 22nd Sept., General.—Brandt & Co.

NIOBE, German steamer, 4,000, C. G. Pitt, 5th Oct.—Hamburg, and Singapore 29th Sept., General.—Slomson & Co.

PAKSIANG, British steamer, 855, J. Jenkins, 5th Oct.—Bangkok 29th Sept., Rice.—Hop Hing Hong.

PILOT FISH, British steamer, 161, A. Stapan, Hongkong and Whampoa Dock Co.

RIO, German steamer, 1,108, C. H. Davidson, 6th Oct.—Proboling 27th Sept., Sugar.—Wielor & Co.

TAIYUE, German steamer, 828, Calender, 26th Sept.—Hollo 22nd Sept., Sugar.—Butterfield & Swire.

TAWAN, British steamer, 1,109, O. Anderson, 29th Sept.—Fochow 26th Sept., General.—Butterfield & Swire.

TEA, British steamer, 1,495, Geo. Lamsey, 6th October.—Sydney 17th Sept., Coals.—Butterfield & Swire.

ZAFIRO, British steamer, 675, A. W. R. Cobban, 4th Oct.—Manila 29th Sept., General.—Shewan & Co.

WYAMON, British steamer, 1,109, L. Dawson, 4th Oct.—Bangkok 26th Sept., General.—Butterfield & Swire.

YUEKANG, British steamer, 1,109, Widdows, 6th Oct.—Manila 1st October, General.—Jardine, Matheson & Co.

## SAILING VESSELS.

ADOLPH, German bark, 767, E. Westergaard, 21st Aug.—Hamburg 22nd April, General.—Slomson & Co.

BREITEN, British barkentine, 293, J. Stenach, 17th Sept.—Albany, W.A., 29th July, Sandalwood.—Order.

CENTRALIAN, American ship, 1,233, B. J. Colcord, 6th Sept.—Singapore 23rd August, Timber.—Order.

CHEEDWOOD, British ship, 1,448, W. B. Rannely, 28th August.—Shanghai 19th Aug., Ballast.—Slomson & Co.

ELIZABETH ARNOLD, German bark, 397, T. Alin, 5th Oct.—Tientsin 21st Sept., Henna.—Captain.

EMILY F. WHITNEY, American ship, 1,249, A. J. Parsons, 8th Sept.—Saloon 24th August, Paddy and Rice Flour.—Order.

F. SKOTZELN, British ship, 1,093, W. E. Sherman, 4th Oct.—Singapore 15th Sept., Timber.—Master.

GEORGE STIRTON, American bark, 2,874, E. S. Murphy, 6th August.—New York 1st April, Kerosene Oil.—Captain.

JORDI CURRIE, American ship, 1,843, R. S. Lawrence, 4th Oct.—Shanghai 23rd Sept., Ballast.—Order.

JOHN R. KELLY, American ship, 2,355, O. E. Clapperton, 8th Sept.—New York 9th May, Kerosene Oil.—Master.

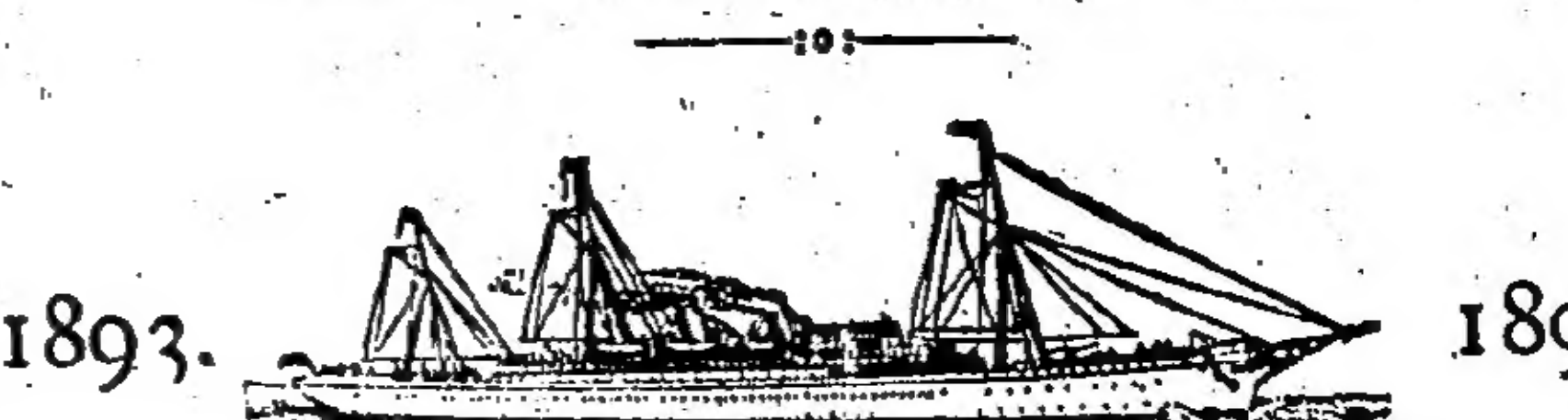
LUCA A. NICKER, American bark, 1,330, C. M. Nichols, 3rd Aug.—New York 6th March, Kerosene Oil.—Melchers & Co.

NAM SHUN SHIP, Chinese str., 5th, 3th, Lok Li, 3rd August.—Saloon 24th August, Wood.—Yuen Kuo & Co.

ORIENT, German bark, 451, C. Christiansen, 5th Oct.—Singapore 16th Sept.—Thames.—Order.

ROMAL, British 4-masted ship, 3,235, D. Morgan, 7th May.—Singapore 27th March, Ballast.—Order.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1893. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES. 1893.

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TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA ..... 5,000 Tons..... WEDNESDAY, 31st November.

EMPEROR OF INDIA ..... 5,000 "..... WEDNESDAY, 29th November.

EMPEROR OF JAPAN ..... 5,000 "..... WEDNESDAY, 27th December.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and call at VICTORIA, B.C., to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

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SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to D. E. BROWN, General Agent.

Hongkong, 5th October, 1893.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama) ..... Thursday, 25th Oct., at 1 P.M.

Oceanic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Tuesday, 12th Nov., at 1 P.M.

Galle (via Nagasaki, Kobe, Inland Sea and Yokohama) ..... Tuesday, 5th Dec., at 1 P.M.

THE Steamship "BELGIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on THURSDAY, the 25th Oct. at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCELS, PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 28th September, 1893.

## SIEN TING, SURGEON DENTIST.

No. 10, PAGULUAR STREET. TERMS VERY MODERATE. Consultation free.

Hongkong, 27th September, 1893.

## NOTICE.

JAYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JAYE'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., Chief Sanitary Engineer, Local Government Board, London, says "It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 19th June, 1893.

## Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Mogul..... Thursday..... October 10th.

Victoria..... Thursday..... November 9th.

Tacoma..... Tuesday..... December 12th.

Mogul..... Tuesday..... Jan. 2nd, '94.

Victoria..... Tuesday..... Jan. 23rd, '94.

THE Steamship "MOGUL," Captain Golding, sailing at Noon, on THURSDAY, the 10th October, will proceed to VICTORIA, B.C. and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODD, CARLILL & Co., Agents.

Hongkong, 29th September, 1893.

## For Sale.

## "AQUARIUS."

"THE TIDE WATER OF THE EAST" For 1 dozen quarts, \$1.75, less allowance on empties returned to our Godowns, \$0.50. Net price, \$1.25.

For 1 dozen pints, \$1.00, less allowance on empties returned to our Godowns, \$0.25. Net price, \$0.75.

CALDECK, MACGREGOR & Co. Sole Agents. 13, Queen's Road, Hongkong, 8th August, 1893.

## THE TYPHOONS OF THE EASTERN SEAS.

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